

Southern Pacific Railroad Station
(Springfield Depot)
310 South 7th Street
Springfield
Lane County
Oregon

HABS No. OR-148

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PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Buildings Survey
National Park Service, Western Region
Department of the Interior
San Francisco, California 94102

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HISTORIC AMERICAN BUILDINGS SURVEY
SOUTHERN PACIFIC SPRINGFIELD RAILROAD STATION (Springfield Depot)
HABS No. OR-148

Location: 310 South 7th Street
Springfield
Lane County
Oregon

U.S.G.S. East Eugene Quadrangle (7.5)
Universal Transverse Mercator Coordinates: 10.498760.487620

Present Owner: Southern Pacific Transportation Company
Southern Pacific Building
One Market Plaza
San Francisco, California 94106

Present Occupant: Vacant.

Present Use: None.

Statement of
Significance:

The Springfield Depot is built in the Stick Style commonly used in construction of railroad stations throughout the United States. This aspect is important when weighed against the similar railroad stations in Oregon. They too were built in the Stick Style of architecture. The Springfield Depot also has elements of the Queen Anne Style with its wood frame and exterior features of horizontal V grooved shiplap siding, lath work and imbricated shingling. The Springfield Depot is the last remaining stick chalet with Queen Anne tendencies in train stations remaining in Oregon. In addition, it is the only remaining two story depot in Oregon which had living quarters for the Station Master. It also is the only commercial structure of this style in Springfield. The Springfield Railroad Depot is significant to the commerce industry and transportation development for the City of Springfield. The Depot is extremely important to the development of the City of Springfield. It arrived during the time of the railroad boom in the west. The coming of the railroad brought about growth to the City after years of stagnation. The structure is presently listed as a city landmark and is eligible for listing on the National Register of Historic Places.

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PART 1. HISTORICAL INFORMATION

A. PHYSICAL HISTORY

1. **Date(s) of erection:** The Springfield Depot was constructed circa 1891. Research by Lewis McArthur of Portland, Oregon, reveals the 84'-0" of the east end of the Depot was constructed between 1891 and 1910. This information indicates the original structure was the 46'-0" at the west end.

2. **Architect/Builder:** Oregon and California Railroad Company.

3. **Original and subsequent owners:**

Springfield Investment and Power Company originally owned the property.

Oregonian Railway Company was deeded a described parcel October 2, 1890. The deed was recorded October 7, 1890 in Volume 25, page 223 of Deeds of Lane County. Deed Number R1009/42742, R1009/42743. PCM#1979-150.

4. **Builder, contractor, suppliers:** Oregon and California Railroad Company.

5. **Original plans and construction:** Original plans are no longer available. It has been determined through previous research the Springfield Depot is similar to Southern Pacific plans known as Combination Depot No. 22. Historical photographs indicate the Depot has maintained much of its original exterior design.

6. **Alterations and additions:**

December 12, 1916 - Installation of two sanitary toilets connecting with the city sewer and installation of a drinking fountain.

July 27, 1920 - Replacement of the #5 Dormant 2,000 pound capacity scale with a 4 ton Fairbanks Freight House Scale.

March 9, 1926 - Extension of tracks to enlarge yard capacity from 60 to 135 cars.

January 9, 1929 - Installation of metal fire stops under frame of freight station platform.

March 24, 1939 - Removal of the 12'-0" by 96'-0" portion of the outside freight platform (portion along the south side) and re-arrangement of the incline.

April 25, 1941 - Removal of elevated boardwalk installed prior to 1914 and the installation of gravel fill, 2" screening and plank sidewalk.

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June 2, 1946 → Removal of 594 square feet of exterior freight platform (portion along the north side) and the repairing of the remaining platform and ramp.

December 30, 1956 → Remodeling of the station building: Increase of the baggage and express area in the office by removing a partition and provide a 20'-0" by 24'-0" room for baggage and express by cutting from the freight room 20'-0" by 24' and lowering the floor with a new concrete slab. Also in 1956 was the replacement of a 3'-0" by 8'-0" exterior door with frame and trim, a 3'-0" by 6'-2" double run check rail window, a 4'-0" by 4'-6" window, a 7'-0" by 8'-0" overhead type door, a 7'-0" by 8'-0" sliding type door, and a 20" by 36" window glass.

April 26, 1956 - Removal of a 4 ton platform scale in freight room due to enlargement of office space.

July 29, 1960 - Removal of the remaining 12'-0" by 48'-0" frame platform and ramp.

October 6, 1966 - Installation of electrical outlets for new communication equipment.

April 4, 1969 - Installation of new ice machine.

B. HISTORICAL CONTEXT

Establishment of the railroad in Springfield brought new prosperity to the City. The Depot is significant as the historic hub of passenger flow, freight traffic and communications in Springfield from 1891 to the end of the Second World War. Commerce and trade grew with the ability to ship goods in and out. The Springfield Depot was used as both a passenger and freight station. Living quarters were located on the second level for the station master. The Springfield Depot was located adjacent to the downtown area. At one point in its history wooden planks stretched from the building up what is now 7th Street.

Twenty years after Eugene, Springfield finally got a railroad line and the town's isolation ended. Springfield got the railroad because Mr. C.P. Huntington, who ran Southern Pacific, foreclosed on a small, bankrupt company - Oregon Railway Co., Ltd. The small narrow gauge railroad Huntington acquired had been started by a group of Scottish settlers in the Willamette Valley, and ran from Dundee, Oregon south to Coburg, Oregon. After Huntington acquired the line, he made plans to extend the line to terminate in Springfield. The Springfield Investment and Power Company in 1891, donated 50 acres to be used for a depot and shop grounds. The depot was constructed in the same year.

The original plan called for the rail line to continue across the Cascades to eastern connections, making it one of the shortest transcontinental lines. Townsfolk felt assured that with such a

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plan, the importance of Springfield would be enhanced, and nothing could prevent the town from rising to a position of great commercial and manufacturing importance.

With news of Southern Pacific's plans, C.W. Washburne, a Junction City banker and owner of many flour mills, sensed better days ahead for Springfield Industries. He purchased the aging flour mill from Pengra in 1908, and remodeled it with the finest roller machinery in anticipation of the arrival of the railroad.

PART II. ARCHITECTURAL INFORMATION

A. GENERAL STATEMENT

The Springfield Depot is a long rectangular building of wood frame and truss construction. The building measures 130'-0" long by 25'-6" wide on the ground level. The second story level on the west end of the structure measures 28'-0" long by 25'-6" wide. The first floor roof consists of two 30.7 degree gabled roofs. The foundation is primarily wood piers on concrete pads, except for the baggage area which is a concrete slab floor. Siding is primarily horizontal shiplap.

1. Architectural character: The Springfield Depot is of the Stick Style Vernacular with Queen Anne aspects. The second level is reminiscent of Queen Anne style with imbricated wood shingling. The style of this depot is similar to stations constructed in California. The two story aspect is a unique feature in Oregon. Most stations were limited to one level.

2. Condition of fabric: The Depot's condition can be summarized as fair to poor. The roof is extensively deteriorated with substantial portions absent. The foundation under the freight area has extensive dry rot. Leaks in the roof have begun to stain and deteriorate the interior second floor wood work. Maintenance has been minimal to non-existent over the past 10 years.

B. DESCRIPTION OF EXTERIOR

1. Overall dimensions: Overall dimensions are 130'-0" by 25'-0".

Warehouse - 1350 sf
Baggage Room - 500 sf
Freight Office - 700 sf
Trainmen's Lobby - 770 sf
Upper Level - 710 sf

Height of Baggage area/Warehouse/Freight office above grade
20'-10"

Height of Trainmen's Lobby and second level above grade 32'-4"
(see attached drawings)

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2. Foundations:

Trainmen's Lobby - Wood piers on concrete footing pads. This section is in fair condition.

Freight office - Wood piers on concrete footing pads, good condition.

Baggage Room - Concrete slab on grade, good condition.

Warehouse - Wood piers on concrete footing pads, poor condition. The Warehouse section has suffered extensive settling due to prolonged periods of excessive weight.

3. Walls:

Trainmen's Lobby - Exterior material consists of 1" x 8" V groove shiplap siding. Exterior wall color is a mustard yellow. Above windows are vertical board and batten siding. Corner posts, sills, studs around windows and doors are expressed.

Trainman's Lobby (second level) - Wood shingles with board and batten band at lower level roof. Below windows is continuous horizontal panel of half-dowel rods and wooden trim wraps. Color is mustard yellow.

Freight Office - 1" x 8" V grooved shiplap siding. Wall color is mustard yellow. Vertical board and batten is located above the windows.

Baggage Room - 1" x 8" V grooved shiplap siding. Wall color is mustard yellow. Vertical board and batten is located above the windows.

Warehouse - 1" x 8" V grooved shiplap siding. Wall color is mustard yellow. Vertical band of board and batten at intersection of roof and wall.

4. Structural systems, framing:

Trainmen's Lobby - Floor Framing: Two layers of 1 X 4, tongue and groove fir flooring, over 2"x8" wood joists; Wall Framing: 2x6 wood studs at 16" on center; Roof Framing: 2"x4" outriggers at 24" on center braced at mid span at all openings.

Trainmen's Lobby (second level) - Floor Framing: 1"x4" board sheathing with 2"x8" wood joists; Wall Framing: 2"x6" wood studs; Roof Framing: wood pitched trusses with 4'-6" overhand at 24" O.C. 1 X 4 tongue and groove fir flooring on 2 X 4 sleepers over.

Freight Office - Floor Framing: 2"x6" wood decking over 2"x8" wood joists; Wall Framing: 2"x6" wood studs; Roof framing: 2"x6" wood trusses with 30.7 pitch at 24" O.C. with 3'-0" O.H..

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Baggage Room - Wall Framing: 2"x6" wood studs at 16" O.C.; Roof Framing: wood trusses at 24" O.C. with 4' X 6" overhang.

Warehouse - Floor Framing: 2"x6" tongue and groove decking running east-west on 2 X 10 joists at 20" O.C. running north-south and a 20' section of 2 X 12 joists at 20" O.C. at the west end of the warehouse running east-west. The joists are on 8 X 8 beams with 8 X 8 posts on concrete footings. Wall Framing: 2"x6" wood studs at 24" O.C.; Roof Framing: wood trusses with 30.7 pitch at 24" O.C. with with 4'-6" overhang.

5. Porches, stoops, balconies, bulkheads - None are present in the architecture.
6. Chimneys - The Depot has one chimney located at the east side of the Trainmen's Lobby. Construction material is clay brick. Missing is the corbeling at the top and second chimney on the west west end of the trainmens lobby.
7. Openings:

Doorways and doors:

Trainmen's Lobby:

Location - The north wall has one entrance. The door is wooden and opens inward. Door style is 3 panel with glass window. Color is medium green. The door is trimmed on right and left sides with 5 1/2" x 1 3/4" material. No trim is located above the door. The south wall has a wooden 3 panel door with a window which opens inward and to the right. Door painted medium green color. Doorway is trimmed on right and left sides with 5 1/2" x 1 3/4" material. There is no trim located above the door. 90" above the door entrance is a cut out area where a flag pole once was located. It is not known if the flag pole mount was wooden or metal. Hardware consists of metal key lock. Door trim is mustard yellow.

Freight Office:

Location - The north wall has on entrance which is a wooden three paneled door with glass window. The door is painted medium green. Like the other exterior doors it is trimmed with 5 1/2" x 1 3/4" material painted light yellow. South wall has a wooden three panel door which opens to the left and inward. Door is painted medium green. Door size is 94 1/2" x 35 3/4 ". Trim is 5 1/2" x 1 3/4" material on right and left sides. There is no trim located above the door. Hardware consists of two separate locks. One is contemporary center key lock. The second is old style Yale brand lock. Lock has beveled sides with perimeter measurements of 10 1/2" x 2 3/4".

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Baggage Room:

The north wall contains a sliding door made of tongue and groove material. 19 tongue and groove panels make up the door face which is trimmed. The panels measure 4 3/4" wide each. The door was lowered in 1956. The south wall contains a new style overhead garage style door, replacing in 1956, an old door that was originally at freight room height.

Warehouse:

The north wall has 98 5/8" x 83 5/8" sliding door mounted on metal tracks. The door is trimmed with 5 5/8" x 1 3/4" material on right, left and top. The door is made of 26 vertical 3 1/4" wide tongue and groove slats nailed to an exterior casing of 5 5/8" material. There is no exterior hardware. The east wall of the warehouse has the same style of door. Dimensions and trim are the same.

Windows and shutters: Hardware is missing on all windows.

Trainmen's Lobby - The south wall of the lobby contains wood sash double hung windows. Two sets are 8 over 4, two sets are narrow 8 over 4 and one window is 16 over 4. Over the south door entrance is 8 pane window. The west wall has 2 sixteen over 4 double hung windows. Each bathroom has 16 over 4 double hung window. Over the north door entrance is another 8 pane window. At the base of the stairs is another 8 pane window. The window above the door swings open in an inward direction. The remaining north wall windows consist of 2 sets of 4 over 2 double hung windows. Directly above them are two sets of smaller double hung 4 over 4 windows.

The second floor lobby windows are 8 over 2. The north wall has 4 sets of windows and the south wall 6 sets of windows.

Freight Office - The south wall of the freight office contains four separate windows. Each is 6 over 1 double hung. No hardware is present. Over the south entrance door is a 4 pane window. The north wall of the freight office has two 6 over 1 double hung wood windows. At the far north east end is a large 9 pane window. Above the north entrance door is another 8 pane window.

Baggage Room - The baggage room has no windows.

Warehouse - The warehouse has two rows of windows located at the east end above the sliding door. Each set contains 16 panes of glass arranged 8 over 8.

8. Roof:

- a. Shape and covering - The shape of the roof is 30.7 degree gable. Covering material consist of wood shingles, asphalt shingles and metal. There are also wood gutters, wooden down spouts and metal down spouts enclosed in finished wood material. Finish material for the roof is 1"x6" V grooved style tongue and groove.

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- b. Cornice, eaves - The ridge line of the freight, baggage and warehouse runs east to west. The ridge line of the second floor is oriented north to south.

Cornice - Second floor, covered with imbricated wood shingling, decorative carved vergeboards mounted under the second story cornice, Cornice runs north to south.

Eaves - 3'-0" overhangs supported by scrolled bracketed attached to the exterior studs. There are 39 knee braces on the lower level and 22 braces on the second level.

- c. Dormers, cupolas, towers - There are none associated with the Depot.

C. DESCRIPTION OF INTERIOR

1. Floor Plans: The Depot consists of five main areas: the Trainmen's Lobby, Freight Office, Baggage Room and Warehouse. The lobby's exterior dimension are 28'-6" by 25'-4". It is a large room which the restrooms are located in the north west corner. A wall divides the lobby from the Freight Office. This wall is a much later addition to the structure. The framed in opening on this wall indicates it once opened directly to the freight area.

The Freight Office is another large room. It has an interior door opening into the Baggage Room. In the south east corner of this room is a smaller room, at one time the Freight Supervisors Office. The next room is the Baggage Room. Stairs lead up from this ground floor space into the warehouse area. The Warehouse is a large storage facility.

2. Stairways: The Springfield Depot has only one set of interior stairs. These lead up to the second floor where the station masters quarters were located. The stairs are L-shaped and very narrow. At the first landing is a storage space. The width of the stairs are 31 3/4", depth 10" and height 7 3/4". There are four steps from floor to first landing and 18 steps from landing to second floor. When ascending the stairs paneling to the right is horizontal 3 1/2" tongue and groove. The left is vertical 3 1/2" tongue and groove. The hand rail is a 1" metal pipe.

3. Flooring:

Trainmen's Lobby - The floor is wood tongue and groove. Linoleum has been laid on top, which is peeled off in a number of places. The second level is also wood tongue and groove. The second level floor has been painted red.

Freight Office - Fir 1'x4" tongue and groove.

Baggage room - This room is a concrete slab flush with the exterior ground level. In addition, a black top apron extends 10 feet northward from the north exterior Baggage Room door.

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Warehouse - 2"x6" decking nailed to heavy joists.

4. Wall and ceiling finish:

Trainmen's Lobby - The ceiling and walls are fir V grooved tongue and groove, painted light green. The interior walls above 10 feet utilize tongue and groove material oriented at 45 degree angle. The lower portion of the walls are vertical 3 1/2" tongue and groove. The entire room is painted light green.

The second floor consists of vertical V grooved tongue and groove paneling. Dimensions of the material are 3 1/2". Cabinet facings and doors in this room are made of the same material as the walls. The room is also painted light green.

Freight Office - The walls and ceiling are Fir V grooved tongue and groove painted light green. The exception is the east half of the ceiling which is plywood. This same plywood material is present for the separating wall between the Lobby and Freight Office.

Baggage room - The walls and ceiling are Fir V grooved tongue and groove. Slats are 3 1/2" each. This room has a medium yellow painted ceiling and part way down walls. The remainder is painted a dark brown.

Warehouse - The walls of the warehouse are exposed studs and exterior siding. The ceiling is exposed wood trusses and roof sheathing painted white.

5. Openings:

a. Doorways and doors:

Trainmen's Lobby - This room has three doors. One each for the restrooms and one to close off the stairwell.

There are only two remaining interior doors. One leading from the Freight Office to the Baggage Room and from the Baggage Room to the Warehouse.

b. Windows: Windows are noted in the exterior description.

6. Decorative features and trim:

Trainmen's Lobby - The fire place in the lobby is a standard clay brick feature. There are two openings into the chimney flue. On the west wall in the south west corner is an original wooden bench. Some of the molding for the Lobby is grooved with seven beads. Windows in the Springfield Depot have beveled casing and trim.

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7. Hardware: Hardware associated with the windows is non-existent. There are a few brackets remaining for the pull down vinyl shades which covered the windows during Southern Pacific's operation of the Springfield Depot. Cabinets on the second level of the Trainmen's Lobby have metal decorative hinges designed in a flowering configuration. The maker and style of the hinges is not known.
8. Mechanical equipment:
 - a. Heating: Heating in the past was done by wood stoves connected to the two chimneys. With demolition of the west chimney heating changed to gas burning heaters. The heater in the Trainmen's Lobby was located under the stairway. Copper tubing still protrudes from the floor. A metal ventilation shaft is located adjacent to the remaining chimney which allows heat to pass from the first floor to the second floor.
 - b. Lighting: All interior lights are located on the ceilings. Metal tubing and wiring crisscross the ceiling to light extensions which hang from the ceiling.
 - c. Plumbing: The only plumbing associated with the Depot is the two bathrooms. Each has metal pipes for sink attachments which have been removed. The bathroom in the northwest corner has additional plumbing for a shower. All of the plumbing is a later addition to the building.

D. SITE

1. General setting and orientation: The Springfield Depot is an elongated structure stretching east to west but which faces north. The building is situated at the south end of 7th Street. The general setting of the Springfield Depot is industrial. There is no vegetation located adjacent to the structure. Instead the area is extremely stark with gravel surrounding on all four sides. Southern Pacific's mainline tracks, which run to Klamath Falls, Oregon, are located immediately south of the building. Beyond this line are spur lines for car sorting. On the north side are two additional spur tracks. One is for Calaveras Cement and the other for Southern Pacific's yard use. There are no other railroad buildings oriented around the building. The terrain at the site is very flat.
2. Historic landscape design: The present landscape around the Depot is much the same as earlier landscaping. Dirt and gravel predominate. There are no vegetative plantings.

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PART III. SOURCES OF INFORMATION

Bibliography: Amundson, John and Associates. "Springfield Southern Pacific Railroad Depot: Relocation-Renovation-Reuse." Springfield, Oregon 1985.

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PART IV. PROJECT INFORMATION

Information concerning the Historic American Building Survey was brought about as a mitigative recording required by a Memorandum of Agreement among the City of Springfield, Oregon State Historic Preservation Officer and the Advisory Council on Historic Preservation prior to removing the station to another location. A secondary aspect for the recordation is potential demolition of the Depot by the Southern Pacific Transportation Company.

The City of Springfield is the lead agency in preparing the documentation. David Joyce Photography performed the photographic documentation. The Springfield Planning and Building Department prepared the narrative.

Written narrative prepared October 1988.
Photography prepared October 27, 1988.

Prepared by: Douglas R. Rux
Title: Assistant Planner
Affiliation: City Of Springfield
Date: October 1988